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STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY

TENTATIVE PLANS ARE MADE FOR INTERNATIONAL NAVAL DISPLAY AT SAN FRANCISCO

(Associated Press)

WASHINGTON, Aug. 5.—As the result of a conference between the secretaries of state, war and navy, a tentative program has been prepared for the assembly in Hampton Roads and dispatch to San Francisco by way of the Panama Canal of the great international fleet which has been invited by Act of Congress to participate in the celebration of the completion of the Panama Canal and the opening of the Panama-Pacific International Exposition. Copies of this program have just been completed and dispatched to the various powers for presentation to the governments to which they are accredited.

Subject to slight changes, this is the official program:

February 10-15, 1915—Foreign ships rendezvous at Hampton Roads. February 20—Foreign naval representatives to be received by the president in Washington.

February 22—The president will proceed to Hampton Roads and there review the combined fleet, after which the fleet will proceed to the isthmus of Panama.

March 5.—The president, on a battleship, will depart for the Panama Canal.

March 10.—The president arrives at Colon.

March 12.—The president and fleet pass through the canal.

March 13.—Ceremonies at Balboa, or Panama.

March 13.—The president sails for San Francisco on a battleship.

March 14.—The fleet leaves Balboa, proceeding to San Francisco.

March 23.—The president arrives at San Francisco.

The original invitations to the maritime powers to send vessels to participate in these great events—the opening of the Panama Canal and the San Francisco exposition—were sent in September last. So far, favorable responses have been received from twelve countries, viz.: Argentine Republic, Austria, Hungary, Cuba, France, Germany, Great Britain, Italy, Japan, Portugal, Russia, Sweden and Spain. It is certain that this does not by any means represent the total number of naval participants for it is known that other governments are simply awaiting the further development of plans for these celebrations to signify their intention to participate.

Their decision will be hastened by another circular note which the state department has just dispatched to American embassies and legations abroad. This circular asks for a reply to three questions. First, the number of ships which the country will send; second, their size, and third, their steaming radius. Much depends upon the answers to these questions. Regarding the first, it is expected that the first of the ships will be a battleship, followed by a cruiser, a destroyer, a submarine, and a minesweeper. The idea is to have a small but representative showing from each nation. It is expected that the greater naval powers will be more prominently represented than the smaller states. Italy already has unofficially signified an intention to send a complete squadron of three fine cruisers under command of an admiral, and it may be that this offer will mark the proportion of representation of the other navies. The speed requirements of the long cruise from Hampton Roads to the Golden Gate will be rather severe, so much so indeed as to bar from participation in the great voyage any of the little gunboats which form the only strength of some of the small states.

The second question relating to the size of the vessels is important as indicating the possibility of passing them in pairs or even triplets through the great locks of the Panama Canal and thereby saving valuable time. Also it will assist the naval commander of the international fleet in arranging his itinerary by informing him of the probable ability of the units to meet heavy weather conditions.

No less important is the third question relating to the coal endurance of the vessels; the navy department must be advised of the maximum distance which each ship can make with full bunkers of coal in order to plan for fresh supplies at the proper point. It is believed that if the navies represented comprise only modern large-sized ships, it will be possible to make the run of 1900 miles from Hampton Roads to Colon without stop. In the canal fresh supplies of coal will be taken but even then it may impose a severe strain upon the small vessels to make the run from Balboa to San Francisco, 2,189 miles, and some of them may be obliged to put in for coal at Pichilingue, the American coaling station in Lower California, or to take fuel from colliers in Magdalena Bay on the west coast of Mexico. Some of the naval vessels of even the larger European powers are very deficient, according to American standards, in this matter of coal endurance, principally because they are designed for home defense and short cruises.

Because floating ice on Chesapeake Bay sometimes makes it impossible for days at a time to take on coal and other supplies, and in order to guard against delay in the execution of the short and crowded program, the foreign naval vessels have been requested to assemble several days at least in advance of the date of February 10, mentioned in the memorandum. Their commanding officers with their staffs will be the guests of the United States government as will be the special naval representatives invited to attend. The presence of the latter will relieve the diplomatic body in Washington from the obligation to be present at Hampton Roads, which is fortunate in view of the fact that they are expected to

attend the opening ceremonies of the Panama-Pacific exposition in San Francisco, now fixed for February 20, without possibility of postponement. The foreign naval contingent will be brought to Washington on a passenger steamer especially chartered for the purpose, and their stay in the capital will necessarily be very short as they must be in Hampton Roads again on the anniversary of Washington's birthday, when President Wilson will review the fleet as it passes through the Chesapeake capes, bound for Colon. The day after congress adjourns the president will follow the fleet in one of the great dreadnoughts now under construction and expected to be complete about that time.

It is planned to divide the international fleet into four sections for passing through the Panama canal and as at least two of the average-sized warships can be accommodated in the thousand foot locks at one time, the entire fleet could be locked through in about two day's time. The features of the big parade through the canal will be the old battleship Oregon, on the bridge of which will stand Admiral Clark, who commanded the ship in her famous run around South America during the Spanish-American war also Secretary Daniels, and many other notables, and the tiny launch Louise, one of the first boats to be employed by the French canal builders and which has been by an act of congress made a gift to the French government to commemorate the completion of the canal.

Very soon the officials here will take up the arrangement of a program for the exercises which are to take place at Balboa, to commemorate the formal opening of the waterway, but so far no attempt has been made to outline them beyond the delivery of an appropriate address by President Wilson.

ORDERS OF THE HAWAIIAN DEPT.

August 4, 1914.

Special Orders, No. 146.
1. Private Royce L. Irvin, Company A, 1st Infantry, Schofield Barracks, H. T., will proceed to this city, reporting on arrival to the department adjutant, for duty as orderly to the commanding general, First Hawaiian Brigade.

There being no public quarters available and it being impracticable to assign this soldier to any organization for rations, the Quartermaster Corps will provide suitable quarters and commensurate rations at the rate of \$1.00 per day, while on duty. The Quartermaster Corps will furnish the necessary transportation. The journey is necessary for the public service.

2. Sergeant Louis M. Bills, Company B, 2nd Infantry, is relieved from further duty at these Headquarters, and will proceed to Fort Shafter, H. T., reporting on arrival to his commanding officer for duty.

The Quartermaster Corps will furnish the necessary transportation. The journey is necessary for the public service.

3. Private Nathaniel Latture, Company K, 25th Infantry, Schofield Barracks, H. T., is transferred to the Quartermaster Corps, at that post. (D. Q. M. 4097-320).

4. Upon arrival in this city pursuant to instructions contained in letter from the office of the surgeon general, dated July 22, 1914, Miss Emma Woods, nurse, Army Nurse Corps, will proceed to the Department Hospital, reporting on arrival to the commanding officer, for duty.

The travel directed is necessary in the military service.

IF CHILD IS CROSS, FEVERISH AND SICK

Look Mother! If tongue is coated, cleanse little bowels with "California Syrup of Figs."

Children love this "fruit laxative," and nothing else cleanses the tender stomach, liver and bowels so nicely.

A child simply will not stop playing to empty the bowels, and the result is, they become tightly clogged with waste, liver gets sluggish, stomach sour, then your little one becomes cross, half-sick, feverish, don't eat, sleep or act naturally, breath is bad, system full of cold, has sore throat, stomach-ache or diarrhoea. Listen, Mother! See if tongue is coated then give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated waste, sour bile and undigested food passes out of the system, and you have a well, playful child again.

Millions of mothers give "California Syrup of Figs" because it is perfectly harmless; children love it, and it never fails to act on the stomach, liver and bowels. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which has full directions for babies, children of all ages, and for grown-ups, plainly printed on the bottle. Beware of counterfeits sold here. Get the genuine, made by "California Fig Syrup Company." Refuse any other kind with contempt—advertisement.

An eight week season of free municipal moving picture shows was inaugurated in St. Louis. The performance, made possible by the appropriation of \$2,000 by the Municipal Assembly, will be given nightly in the public parks and playgrounds of the city.

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SIZE	Safety Tread PRICES	SIZE	Safety Tread PRICES
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32x3 1/2	18.10	36x4 1/2	37.10
33x4	35.25	37x5	44.45
34x4	26.05	38x5 1/2	57.30

The Safety Tread.

Schuman Carriage Co., Ltd.

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TEACHERS' SALARIES TODAY AND YESTERDAY

In 1851 female teachers of summer schools got their board and an average of \$1.97 a week for thirty-three hours of work. In 1855 they got \$2.57 a week and board and never more until the third year of the war. The school year was from 104 to 132 days, and a teacher was capable enough to teach both summer and winter could sometimes earn

as much as \$66 a year; most could not exceed \$50 in cash and their board, for from twenty-one to twenty-four weeks' work. Yet for five years in succession one family of three adult Irish paupers was receiving from the town in cash equivalent, from three to four times as much as the best female teacher could earn. It was literally true that one could get more from the town in the almshouse than in the school house. But wages then were less than they had been. An Irish woman has told me that in the eighteen-twenties she taught for her board and 75 cents a week. In addition to the usual branches she could teach Latin, French, logic, astronomy and probably also navigation and surveying. For teaching winter schools from which men had been evicted, she got as much as \$1.25 a week and board. Fannie H. Ackstrom, in Atlantic Month-

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